



Aviation Investigation Final Report

Location:	TAMPA, Florida	Incident Number:	MIA87IA237
Date & Time:	September 2, 1987, 12:10 Local	Registration:	N844AA
Aircraft:	BOEING 727-223	Aircraft Damage:	Minor
Defining Event:		Injuries:	4 Minor, 36 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

DURING DESCENT THE B727 CREW NOTED THE FIRE WARNING LIGHT ILLUMINATE ON THE #1 ENGINE. THEY DISCHARGED 2 FIRE BOTTLES INTO THE ENGINE BUT THE WARNING LIGHT REMAINED ILLUMINATED. THEY DECLARED AN EMERGENCY AND LANDED AT THEIR DESTINATION. AN EMERGENCY EVACUATION WAS CONDUCTED, AND 4 PASSENGERS RECEIVED MINOR INJURIES. EXAMINATION REVEALED THAT THE 13TH STAGE BLEED AIR DUCT LINE TO THE FUEL HEATER WAS LEAKING AT THE INPUT SIDE AND WAS IMPINGING ON A FIRE DETECTION LOOP ABOUT 2 INCHES FROM THE LEAK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) BLEED AIR SYSTEM,LINES - LEAK
2. (F) ANNUNCIATOR PANEL LIGHT(S) - FALSE INDICATION
3. EMERGENCY EQUIPMENT - SELECTED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	42, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	17760 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N844AA
Model/Series:	727-223 727-223	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	20985
Landing Gear Type:	Retractable - Tricycle	Seats:	197
Date/Type of Last Inspection:	August 4, 1986 Continuous airworthiness	Certified Max Gross Wt.:	172000 lbs
Time Since Last Inspection:	1500 Hrs	Engines:	3 Turbo jet
Airframe Total Time:	35534 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT8D-9
Registered Owner:	AMERICAN AIRLINES INC	Rated Power:	19500 Lbs thrust
Operator:	AMERICAN AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TPA ,27 ft msl	Distance from Accident Site:	
Observation Time:	12:09 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 800 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 16000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:	NASHVILLE , TN (BNA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	10:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	TAMPA TPA	Runway Surface Type:	Concrete
Airport Elevation:	27 ft msl	Runway Surface Condition:	Wet
Runway Used:	18R	IFR Approach:	None
Runway Length/Width:	10998 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	Minor
Passenger Injuries:	4 Minor, 28 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor, 36 None	Latitude, Longitude:	27.960594,-82.48941 (est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	BRUCE BICKHAUS; DALLAS , TX CAPT. S FOWLER; DALLAS , TX T INGLIMA; ST. PETERSBURG , FL
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=31802

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